

vote, if ordered, on the adoption of the rule.

The vote was taken by electronic device, and there were—yeas 210, nays 179, not voting 42, as follows:

[Roll No. 690]

YEAS—210

Abercrombie	Hall (NY)	Oberstar
Ackerman	Hare	Obey
Allen	Harman	Oliver
Altmire	Hastings (FL)	Ortiz
Andrews	Herseth Sandlin	Pallone
Arcuri	Hill	Pascarell
Baca	Hinojosa	Pastor
Baird	Hirono	Payne
Baldwin	Hodes	Perlmuter
Bean	Holden	Peterson (MN)
Becerra	Holt	Pomeroy
Berkley	Hooley	Price (NC)
Berry	Hoyer	Rahall
Bishop (GA)	Inslee	Rangel
Bishop (NY)	Israel	Reyes
Blumenauer	Jackson (IL)	Rodriguez
Boren	Jackson-Lee	Ross
Boswell	(TX)	Rothman
Boucher	Jefferson	Roybal-Allard
Boyd (FL)	Johnson (GA)	Ruppersberger
Boyd (KS)	Johnson, E. B.	Rush
Brady (PA)	Jones (OH)	Ryan (OH)
Braley (IA)	Kagen	Salazar
Butterfield	Kanjorski	Sánchez, Linda
Capps	Kaptur	T.
Capuano	Kennedy	Sanchez, Loretta
Cardoza	Kildee	Sarbanes
Carnahan	Kilpatrick	Schakowsky
Carney	Kind	Schiff
Carson	Klein (FL)	Schwartz
Castor	Lampson	Scott (GA)
Chandler	Langevin	Scott (VA)
Cleaver	Lantos	Serrano
Cohen	Larsen (WA)	Sestak
Conyers	Larson (CT)	Sherman
Cooper	Lee	Shuler
Costa	Levin	Sires
Costello	Lewis (GA)	Skelton
Courtney	Lipinski	Slaughter
Cramer	Loeb sack	Snyder
Crowley	Lofgren, Zoe	Solis
Cuellar	Lowey	Space
Cummings	Lynch	Spratt
Davis (AL)	Mahoney (FL)	Stark
Davis (CA)	Maloney (NY)	Stupak
Davis (IL)	Markey	Sutton
Davis, Lincoln	Matheson	Tanner
DeFazio	Matsui	Tauscher
DeGette	McCarthy (NY)	Taylor
DeLauro	McCollum (MN)	Thompson (CA)
Dicks	McDermott	Thompson (MS)
Dingell	McGovern	Tierney
Doggett	McIntyre	Towns
Donnelly	McNulty	Udall (CO)
Doyle	Meek (FL)	Udall (NM)
Edwards	Meeks (NY)	Van Hollen
Ellison	Melancon	Velázquez
Ellsworth	Michaud	Visclosky
Emanuel	Miller (NC)	Walz (MN)
Eshoo	Miller, George	Wasserman
Etheridge	Mitchell	Schultz
Farr	Mollohan	Waters
Fattah	Moore (KS)	Watt
Filner	Moore (WI)	Waxman
Frank (MA)	Moran (VA)	Welch (VT)
Giffords	Murphy (CT)	Wexler
Gillibrand	Murphy, Patrick	Wilson (OH)
Gonzalez	Murtha	Woolsey
Gordon	Nadler	Wu
Green, Al	Napolitano	Wynn
Grijalva	Neal (MA)	Yarmuth

NAYS—179

Aderholt	Bono	Coble
Akin	Boozman	Cole (OK)
Alexander	Boustany	Conaway
Bachmann	Brown (SC)	Crenshaw
Baker	Brown-Waite,	Culberson
Barrett (SC)	Ginny	Davis, Tom
Barrow	Buchanan	Deal (GA)
Bartlett (MD)	Burton (IN)	Dent
Barton (TX)	Buyer	Diaz-Balart, L.
Biggert	Calvert	Diaz-Balart, M.
Billbray	Camp (MI)	Doolittle
Bilirakis	Cannon	Drake
Blackburn	Cantor	Dreier
Blunt	Capito	Duncan
Boehner	Castle	Ehlers
Bonner	Chabot	Emerson

English (PA)	LaTourette	Renzi
Everett	Lewis (CA)	Reynolds
Fallin	Lewis (KY)	Rogers (AL)
Feehey	Linder	Rogers (KY)
Ferguson	LoBiondo	Rogers (MI)
Flake	Lucas	Rohrabacher
Forbes	Lungren, Daniel	Ros-Lehtinen
Fossella	E.	Roskam
Fox	Mack	Royce
Franks (AZ)	Manzullo	Ryan (WI)
Frelinghuysen	McCarthy (CA)	Sali
Gallegly	McCaul (TX)	Saxton
Garrett (NJ)	McCotter	Schmidt
Gerlach	McCrery	Sensenbrenner
Gilchrest	McHenry	Sessions
Gillmor	McHugh	Shays
Gingrey	McKeon	Shimkus
Gohmert	McMorris	Shuster
Goodlatte	Rodgers	Simpson
Granger	Mica	Smith (NE)
Graves	Miller (FL)	Smith (NJ)
Hall (TX)	Miller (MI)	Smith (TX)
Hastert	Miller, Gary	Souder
Hastings (WA)	Moran (KS)	Stearns
Hayes	Murphy, Tim	Sullivan
Heller	Musgrave	Terry
Hensarling	Myrick	Thornberry
Hobson	Neugebauer	Tiahrt
Hoekstra	Nunes	Tiberi
Hulshof	Paul	Turner
Inglis (SC)	Pearce	Walberg
Issa	Pence	Walden (OR)
Jindal	Peterson (PA)	Walsh (NY)
Johnson, Sam	Petri	Wamp
Jones (NC)	Pickering	Weldon (FL)
Keller	Pitts	Weller
King (NY)	Platts	Westmoreland
Kingston	Poe	Whitfield
Kirk	Porter	Wicker
Kline (MN)	Price (GA)	Wilson (NM)
Knollenberg	Putnam	Wilson (SC)
Kuhl (NY)	Ramstad	Wolf
LaHood	Regula	Young (AK)
Lamborn	Rehberg	Young (FL)
Latham	Reichert	

NOT VOTING—42

Bachus	Davis, Jo Ann	King (IA)
Berman	Delahunt	Kucinich
Bishop (UT)	Engel	Marchant
Brady (TX)	Portenberry	Marshall
Brown, Corrine	Goode	McNerney
Burgess	Green, Gene	Pryce (OH)
Campbell (CA)	Gutierrez	Radanovich
Carter	Herger	Shadegg
Clarke	Higgins	Shea-Porter
Clay	Hinchey	Smith (WA)
Clyburn	Honda	Tancred
Cubin	Hunter	Upton
Davis (KY)	Johnson (IL)	Watson
Davis, David	Jordan	Weiner

□ 1947

So the previous question was ordered.
The result of the vote was announced as above recorded.

PERSONAL EXPLANATION

Mr. CARTER. Madam Speaker, on July 23, 2007, I was unable to be present for all rollcall votes because I was returning from Iraq where I was able to meet with soldiers from Fort Hood.

If present, I would have voted accordingly on the following rollcall votes:

Roll No. 687 on H.R. 404, the Federal Customer Service Enhancement Act—"yea."

Roll No. 688 on H. Res. 553, Mourning the passing of former First Lady, Lady Bird Johnson, and celebrating her life and contributions to the people of the United States—"yea."

Roll No. 689 on H. Res. 535, Commending David Ray Ritcheson, a survivor of one of the most horrific hate crimes in the history of Texas, and recognizing his efforts in promoting Federal legislation to combat hate crimes—"nay."

Roll No. 690 on Previous Question on H. Res. 558, Providing for consideration of the bill making appropriations for the Departments of Transportation, and Housing and Urban Development—"nay."

PERSONAL EXPLANATION

Mr. KING of Iowa. Madam Speaker, unfortunately I was detained due to official Congressional business. Had I been present, I would have voted "yea" on the following rollcall votes: "yea" on H.R. 404—Federal Customer Service Enhancement Act; "yea" on H. Res. 553—Mourning the passing of former First Lady, Lady Bird Johnson, and celebrating her life and contributions to the people of the United States; "yea" on H. Res. 519—Honoring the life and accomplishments of renowned artist Tom Lea on the 100th anniversary of his birth.

Additionally, had I been present, I would have voted "nay" on the following rollcall votes: "nay" on the Previous Question—H. Res. 558 for H.R. 3074; "nay" on H. Res. 558, the Rule for H.R. 3074—Departments of Transportation, and Housing and Urban Development, and Related Agencies Appropriations Act, 2008.

PERSONAL EXPLANATION

Mr. FORTENBERRY. Madam Speaker, on Monday, July 23, 2007, I was unavoidable detained due to transportation delays and thus I missed rollcall votes Nos. 687, 688, 689, and 690. Had I been present, I would have voted "yea" on Nos. 687, 688, and 689, and "nay" on No. 690.

(By unanimous consent, Mr. BLUNT was allowed to speak out of order.)

LEGISLATIVE PROGRAM

Mr. BLUNT. Madam Speaker, I would like to ask my friend, the majority leader, for any information about the schedule for the rest of the day today.

I yield to the gentleman.

Mr. HOYER. I thank the gentleman for yielding.

We will have another vote, and then it will be our intention to go to debate on the Transportation-HUD bill. We will go to debate after the votes until 10 o'clock. We will then end the debate on the bill at that time, have no further proceedings on the bill after 10 p.m. tonight, and go back to it tomorrow morning after 1-minute.

Mr. BLUNT. I appreciate that. On our side, I would tell the gentleman, we would not intend to call for a vote on the rule vote, which I think is the remaining business for the day, other than a voice vote.

Mr. HOYER. If the gentleman would yield.

Mr. BLUNT. I yield.

Mr. HOYER. If that's the case, then we would expect no additional votes tonight for the Members.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Without objection, 5-minute voting will continue.

There was no objection.

The SPEAKER pro tempore. The question is on the resolution.

The resolution was agreed to.

A motion to reconsider was laid on the table.

REMOVAL OF NAME OF MEMBER AS COSPONSOR OF H.R. 2750

Mr. VISCLOSKEY. Madam Speaker, I ask unanimous consent that my name

be removed as a cosponsor of H.R. 2750, the NASA and JPL 50th Anniversary Commemorative Coin Act.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Indiana?

There was no objection.

PERMISSION FOR COMMITTEE ON AGRICULTURE TO FILE REPORT ON H.R. 2419, FARM, NUTRITION, AND BIOENERGY ACT OF 2007

Mr. PETERSON. Madam Speaker, I ask unanimous consent that the Committee on Agriculture be permitted to have until midnight tonight, July 23, 2007, to file a report on H.R. 2419, the Farm, Nutrition, and Bioenergy Act of 2007.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Minnesota?

There was no objection.

REMOVAL OF NAME OF MEMBER AS COSPONSOR OF H.R. 2720

Mr. ROTHMAN. Madam Speaker, I ask unanimous consent that my name be removed as a cosponsor of H.R. 2720.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from New Jersey?

There was no objection.

PERSONAL EXPLANATION

Mr. LANGEVIN. Madam Speaker, I was unavoidably detained on the vote on passage of H.R. 404. Had I been present on rollcall vote No. 687, I would have voted "aye."

GENERAL LEAVE

Mr. OLVER. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on H.R. 3074, and that I may include tabular material on the same.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Massachusetts?

There was no objection.

PERMISSION TO REDUCE TIME FOR ELECTRONIC VOTING DURING CONSIDERATION OF H.R. 3074

Mr. OLVER. Madam Speaker, I ask unanimous consent that, during consideration of H.R. 3074 pursuant to House Resolution 558, the Chair may reduce to 2 minutes the minimum time for electronic voting under clause 6 of rule XVIII and clauses 8 and 9 of rule XX.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Massachusetts?

There was no objection.

TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2008

The SPEAKER pro tempore. Pursuant to House Resolution 558 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the State of the Union for the consideration of the bill, H.R. 3074.

□ 1955

IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the State of the Union for the consideration of the bill (H.R. 3074) making appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2008, and for other purposes, with Ms. BALDWIN in the chair.

The Clerk read the title of the bill.

The CHAIRMAN. Pursuant to the rule, the bill is considered read the first time.

The gentleman from Massachusetts (Mr. OLVER) and the gentleman from Michigan (Mr. KNOLLENBERG) each will control 30 minutes.

The Chair recognizes the gentleman from Massachusetts.

Mr. OLVER. Madam Chairman, I yield myself such time as I may consume.

Madam Chairman, I'm pleased to present to the House the fiscal year 2008 Transportation and Housing and Urban Development appropriations bill.

I thank Members for their input and work on this bill. I especially recognize the important contributions of my ranking member Mr. KNOLLENBERG in putting this bill together. As former chairman of this subcommittee, he had numerous valuable insights that make the bill and report stronger, and I have appreciated his advice and counsel during this process.

I also thank the chairman of the Appropriations Committee Mr. OBEY and the ranking member of the full committee Mr. LEWIS for their support.

I must also recognize the hard work of the staff on both the majority and minority side. Kate Hallahan, Cheryle Tucker, David Napoliello, Laura Hogshhead, Alex Gillen, Mark Fedor and Bob Letteney with the majority staff, and Dena Baron, David Gibbons and Jeff Goff with the minority have spent many late nights putting this bill together, and we would not be here today without their great dedication.

This is a bipartisan and fiscally responsible bill. Indeed, this bill should not be partisan because a broad consensus affirming the great needs for transportation infrastructure investments and for affordable housing exists countrywide.

The bill provides \$50.7 billion in discretionary funding for transportation and housing programs, and is within the subcommittee's 302(b) allocation.

Nonetheless, due to current budgetary constraints, the subcommittee

was forced to either flat-fund or reduce numerous programs. Furthermore, there are no major expansions of existing programs and only a handful of new initiatives.

Our first hearings this year sought a broad assessment of the future challenges this country faces in transportation and housing. Not surprisingly, our hearings showed that there's a great and growing need for transportation infrastructure and affordable housing, particularly in metro areas experiencing explosive growth, such as Atlanta, Dallas, Phoenix and Las Vegas; but also in older metropolitan areas such as Boston, New York, Cleveland and Pittsburgh, whose infrastructure is aging and in need of extensive repair; and even in rural communities and counties suffering from a loss of population and disinvestment in both housing and transportation.

To meet these challenges we have restored the President's deepest cuts and have continued important investments in transportation and housing started by my predecessors. In short, we've tried to make our core programs whole and function better, rather than start a lot of new initiatives.

With regard to transportation, our bill fully funds the highway and transit guarantees contained in the current transportation authorization bill known as SAFETEA-LU.

The bill contains \$40.2 billion for highways, which is \$631 million over the President's request; and \$9.7 billion for transit investments, \$334 million over the President's request.

Adequate investments in our highways and transit systems are critical to the economic and social future of our country. Vehicle miles traveled on our Nation's roads have doubled since 1980.

While we have fully funded the highway guarantees this year, I must warn my colleagues about the future solvency of the Highway Trust Fund. The Office of Management and Budget recently estimated that by the end of the fiscal year 2009, the Highway Trust Fund will have a \$4 billion deficit. This deficit is far greater than any other previous projection and will inhibit our ability to fully fund the highway guarantees in the future without additional transportation revenues which must be provided through the authorization process.

Our bill also continues to make critical investments in aviation. In 1995, our aviation system handled 545 million passengers, but that system must handle 1 billion passengers by 2015. We must provide adequate infrastructure to deal with that growth.

Our bill includes \$3.6 billion for the Airport Improvement Program, restoring the President's \$765 million cut, and adding \$85 million above fiscal year 2007. The bill restores funding for the Essential Air Service Program so that no existing service will be lost.